



# PROGRESS REPORT

Fiscal Year 2022

December 2022

Prepared for:

City Council

City and County of Honolulu

Prepared by:

Department of Transportation Services

Department of Design and Construction

Department of Facility Maintenance

Department of Planning and Permitting



# Honolulu COMPLETE STREETS

## Annual Progress Report for Fiscal Year 2022



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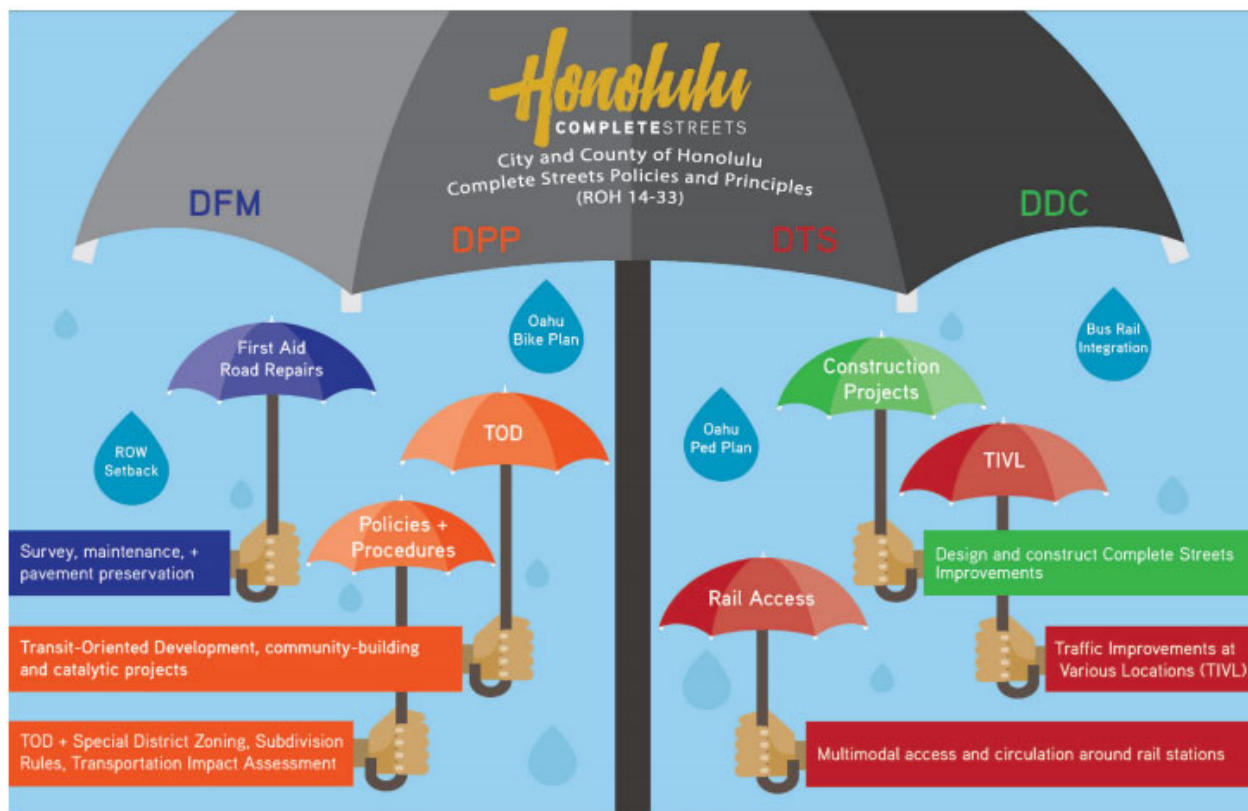
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## Background and Purpose

This progress report provides information on the City and County of Honolulu's (City) Complete Streets activities during Fiscal Year 2022 (FY22), which ran from July 1, 2021, through June 30, 2022, including pedestrian safety improvements, transit enhancements, traffic calming, and new bicycle facilities. The last section of this report highlights educational efforts led by the City to advance the safety of all roadway users. The implementation of Complete Streets is a combined effort of the Departments of Design and Construction, Facility Maintenance, Planning and Permitting, and Transportation Services. The Department of Parks and Recreation Division of Urban Forestry also plays a critical role in the implementation of Complete Streets on O'ahu.



*The Honolulu Complete Streets program requires close collaboration between a number of City departments on a wide range of projects and programs.*

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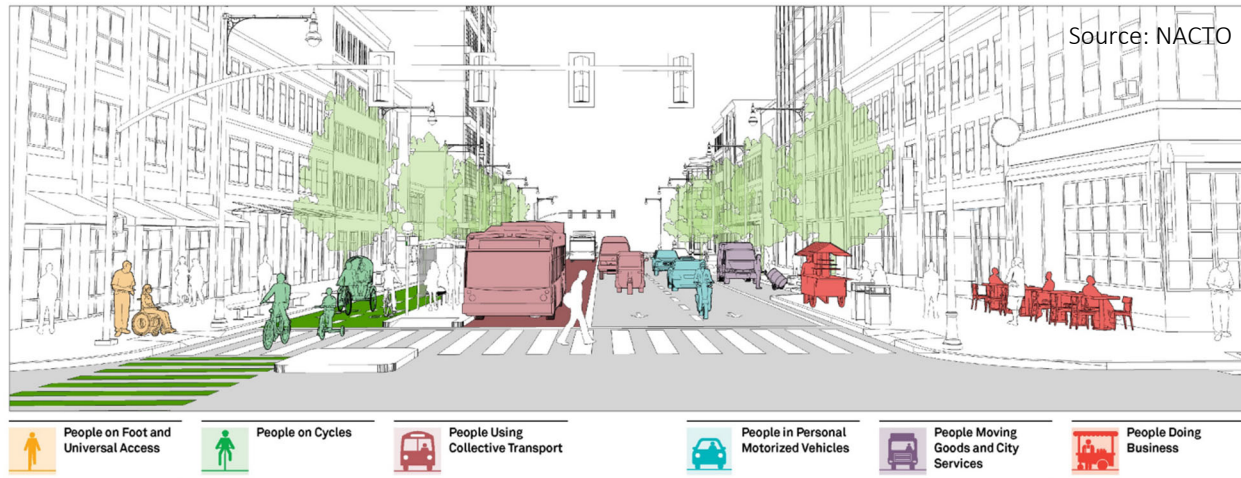
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## What are “Complete Streets”?



Complete Streets are streets that work for all of us. Many of our streets were planned and designed to move vehicles quickly and efficiently but lack adequate sidewalks, comfortable crossings, low-stress bike facilities, or accessible bus stops. Planning for Complete Streets focuses on designing streets that move people and improve safety, balancing the needs of all road users. Complete Streets support healthy and sustainable communities by increasing pedestrian and bicycle safety, promoting physical activity, reducing vehicle emissions, and enhancing economic opportunity.

The City and County of Honolulu passed its Complete Streets ordinance (Revised Ordinances of Honolulu Chapter 14-33) in 2012. In 2016, the City published the Honolulu Complete Streets Design Manual to provide a toolbox for meeting the transportation needs of everyone, regardless of how they travel. The City is implementing Complete Streets by updating policies and guidelines, piloting quick-build design solutions, and implementing roadway design changes that are proven to improve safety as part of all roadway and transportation projects, including routine maintenance, repaving, and roadway rehabilitation.

This document is an annual report to the City Council of progress towards achieving the goals of the Complete Streets law and making O’ahu safer for people walking, biking, and accessing transit.

## City Policies

The concept of Complete Streets is not new to Honolulu. In the 1920s, streets in the Downtown core of Honolulu were shared by people walking, driving, and riding streetcars, with buildings serving a mix of users at a comfortable human scale. For many decades since, however, land and infrastructure development has occurred in a more vehicle-oriented pattern. This design approach was officially called into question in 2012 with adoption of the City's Complete Streets law.

## Complete Streets Ordinance

The Honolulu Complete Streets ordinance (ROH 14-33) identifies the following objectives for Complete Streets on O'ahu:

1. Improve safety;
2. Apply a context sensitive solutions;
3. Protect and promote accessibility and mobility for all;
4. Balance the needs and comfort of all modes and users;
5. Encourage consistent use of national industry best practice guidelines to select complete streets design elements;
6. Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;
7. Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;
8. Recognize complete streets as a long-term investment that can save money over time;
9. Build partnerships with stakeholders and organizations statewide; and
10. Incorporate trees and landscaping as integral components of complete streets.

## Complete Streets Checklist

The Complete Streets Checklist is a tool to identify elements that can be incorporated into a roadway project to support the transportation needs of all roadway users. In FY21 and FY22, the Complete Streets Core Team revised the checklist to be used earlier in project development to maximize Complete Streets opportunities, implement the Pedestrian Priority Network in the new O'ahu Pedestrian Plan, and consider transit-priority treatments on busy transit corridors.

## Complete Streets Design Manual

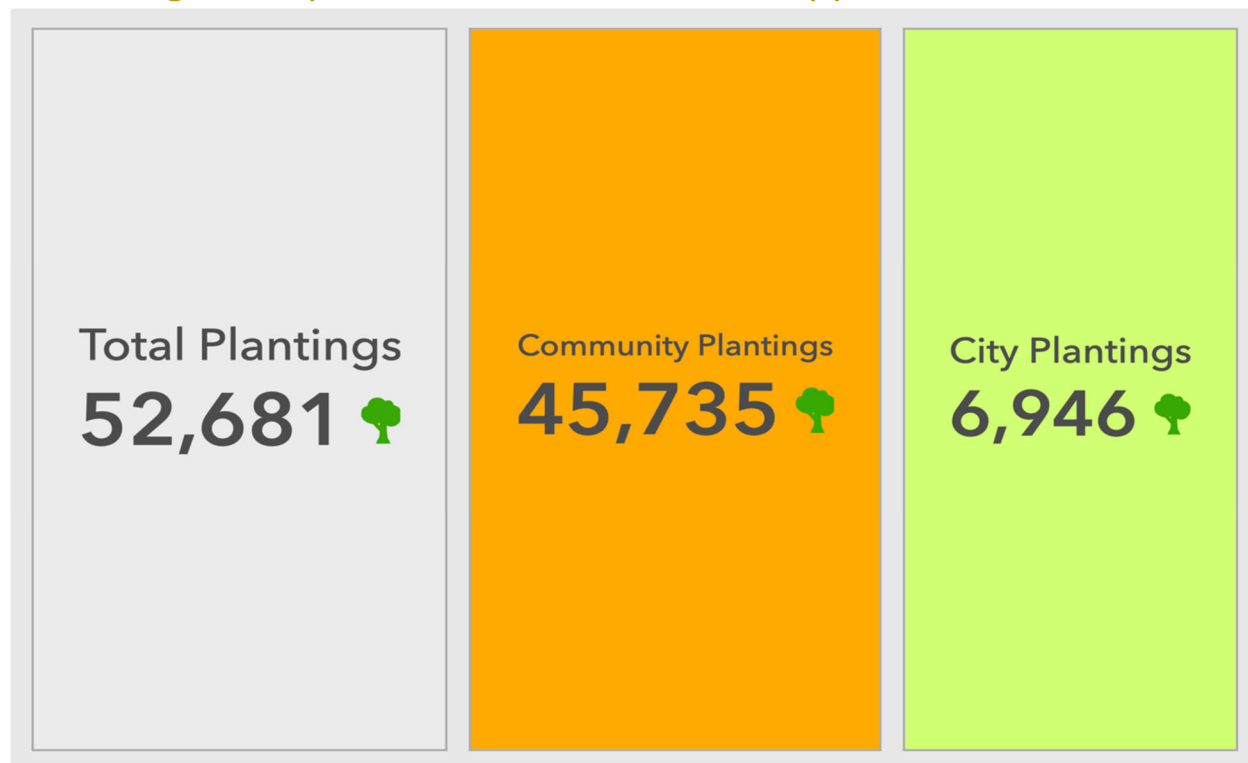


In 2016, the Honolulu Complete Streets Design Manual was published, setting forth modern roadway guidelines specific to Honolulu. This manual helps transportation planners, designers, and developers provide multimodal solutions to accommodate all users of the City's transportation infrastructure. With specific guidelines on street types, travel

ways, intersections, pedestrian crossings, bicycle facilities, and pedestrian zones, the Manual advanced Complete Streets implementation on City streets.

In FY22, one additional revision to the Manual was incorporated. Table 5-1: Criteria for Crossing Treatments at Uncontrolled Crosswalks was updated to recommend appropriate treatments for uncontrolled marked crosswalks based on a review of national best practices, available safety studies, and current federal policy. The new guidelines clarify appropriate crosswalk countermeasures based on a roadway's lane configuration, speed limit, and daily traffic volume, and they recommend interim design treatments until more capital-intensive improvements can be constructed. The revised guidance will result in the retention and upgrade of well used uncontrolled pedestrian crossings, in part due to expanded use of rectangular rapid-flashing beacons (RRFBs) on higher-volume City roadways. RRFBs dramatically improve safety by making crossing pedestrians more visible, increasing the likelihood that motorist will stop at uncontrolled locations. They have strong public support and may qualify for full federal funding.

### Advancing the City's Commitment to Tree Canopy



*Office of Climate Change, Sustainability and Resiliency Tree Counter*

In an effort to mitigate the heat island effect on O'ahu and to provide shade for people walking and biking, Complete Streets projects integrate street trees into the City right-of-way to the extent feasible. Canopy cover, or the amount of leaf surface area, drives the benefit of an urban forest. Honolulu lags behind other cities with an urban canopy cover of less than 25%. Under Mayor's Directive 20-14, City agencies continue efforts toward two tree goals: 1) counting newly planted trees towards a goal of planting 100,000 trees by 2025 across O'ahu and 2) increasing canopy



cover in urban areas to 35% by the year 2035. These targets will be difficult to achieve without incorporating street trees as called for in the Complete Streets ordinance.

In FY22, the Department of Parks and Recreation Division of Urban Forestry (DUF) planted 600 street trees on City-owned streets. DUF works with other City agencies to plant trees as part of their projects, which DUF inspects and maintains once accepted. Examples include the Koa Ridge, Ewa by Gentry, and Hoopili Subdivisions and park renovation projects. In addition to ongoing street tree-planting activities, the City is encouraging community stakeholders to participate as well. Based on the [CCSR/DPR tree counter](#), a total of 52,681 trees out of the 100,000 goal has been planted by the City and community stakeholders.

## ‘Aiea-Pearl City Transit-Oriented Development Zoning



The ‘Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan presents a community vision for the existing neighborhoods surrounding the planned Hālaulani (Leeward Community College), Waiawa (Pearl Highlands), and Kalauao (Pearlridge) rail transit stations. The goal of the TOD Plan is to foster livable communities that take full advantage of transit, creating new

transportation options while encouraging economic growth and attractive redevelopment. All the ‘Aiea-Pearl City station areas are envisioned as compact, pedestrian-friendly environments that provide various housing, employment, and recreational opportunities, but each has a unique identify and different development opportunities.

The Department of Planning and Permitting submitted its recommended TOD Special District regulations and zone changes in June 2022 to the Planning Commission. Their recommendations will be sent to Honolulu City Council to be adopted into ordinance.

## Storm Water Quality



As part of its commitment to improving the quality of storm water runoff from City streets, the Department of Facility Maintenance (DFM) is continuing its efforts to establish a fee-based Storm Water Utility on O‘ahu. Recent revisions to the Public Works Construction Standard Details and Specifications were finalized and completed in December 2020, which help standardize low-impact development design strategies within the City right-of-way. DFM is also in the very beginning stages of developing a long-term Storm Water

Strategic Plan for our island.

In September 2021, the Storm Water Quality Division was one of six recipients of the prestigious 2021 National Municipal Stormwater and Green Infrastructure Award by the Water Environment Federation. The Gold Award recognizes the City’s efforts as the best in the nation in Program Management. The City earned the top prize due to its ongoing efforts to establish Hawai‘i’s first-ever storm water utility on O‘ahu, as well as its many initiatives aimed at mitigating pollutants in runoff, engaging the public in watershed protection, and understanding emerging threats to water quality. Also acknowledged were DFM’s Adopt-a-Block and Adopt-a-Stream programs.

Upcoming projects include the Chinatown/Downtown Catch Basin Retrofit project, which will start construction in 2023, and the South Street Bicycle Lane Permeable Pavements Pilot and the Sheridan Street Bioretention Project, both of which are anticipated to begin construction in 2024.

Future storm water quality projects that are being evaluated include repairing and retrofitting existing catch basins along University Avenue and in the McCully, Ala Moana and Kapahulu neighborhoods, as well as the Pearl City Industrial Park area. Retrofitting catch basins can include automatic retractable screens that prevent larger debris and trash from entering the storm drains or converting the catch basin to a water quality treatment device, such as a tree box filter or bioretention basin (i.e., rain garden).

## Related Planning Efforts

### O'ahu Pedestrian Plan



Finalized and published in July 2022, the O'ahu Pedestrian Plan is a long-term action plan to create vibrant, safe, and accessible streets to enable people of all ages and abilities to get around safely and comfortably by walking.

The objective of the Plan is to define the City and County of Honolulu's actions to make our street network more walkable, supporting healthy and livable communities. The O'ahu Pedestrian Plan includes an inventory of existing pedestrian conditions (including over 900 miles of missing sidewalks), identifies locations with high pedestrian crash history, and prioritizes safety projects to facilitate walking and travel consistent with Honolulu's Complete Streets law. The Plan was developed based on extensive data analysis and community input.

The Plan has proved to be immediately valuable for identifying locations with the highest need for roadway upgrades, such as paved walkways. For instance, ongoing roadway rehabilitation projects in Wahiawa and Kaimuki/Kapahulu are now studying the feasibility of walkway improvements as part of those paving efforts thanks to the Plan's analysis and prioritized list of missing walkway segments. Additionally, the City is pursuing federal funds for priority stand-alone sidewalk projects – the first such projects in many decades.





*O'ahu Pedestrian Plan Figure: High Pedestrian Injury Network – Downtown to Kaimukī*



O'ahu's many streets support different modes of transportation and comprise a large portion of the City's land assets. As we grow and preferred transportation methods evolve over time, it is essential that future plans be updated to accommodate and promote smart, efficient travel. When space is limited, how do we determine what goes where? The updated Right-of-Way Widths for Planned Street Improvements defines priorities and guides the implementation of future improvements in alignment with Honolulu's Complete Streets ordinance. It is a comprehensive assessment of current right-of-way widths, land use, and multimodal plans, as well as a guide for improving street conditions to meet public health and safety standards. The document introduces Street Type assignments based on the character, context, function, and long-term goals for all streets on O'ahu, ensuring our streets can continue to sustainably accommodate and balance the needs of all users.

In September 2021, community members provided input on the preliminary street type assignments shown on draft Right-of-Way maps. These comments were reviewed in development of the Right-of-Way Widths for Planned Street Improvements report (November 2021). Public web maps were also made available for anyone interested in learning more about transportation priorities for specific geographic areas. This work was presented to and approved by the O'ahu Metropolitan Planning Organization Policy Board in November 2021.



## TOD Wayfinding Master Plan



The Transit-Oriented Development (TOD) Wayfinding Master Plan details a set of wayfinding tools to be implemented along with rail opening, including information hubs at and near rail stations, pedestrian signage, vehicular signage, and digital tools. A successful wayfinding program will provide clear and consistent information in key locations, helping people understand and navigate the neighborhoods along the rail corridor.

Phase 2 of the master plan was completed in FY22, including documentation of pedestrian wayfinding signs, base maps, and vehicular trailblazer signs for the areas around the rail stations, with a particular focus on the initial rail operating segment.

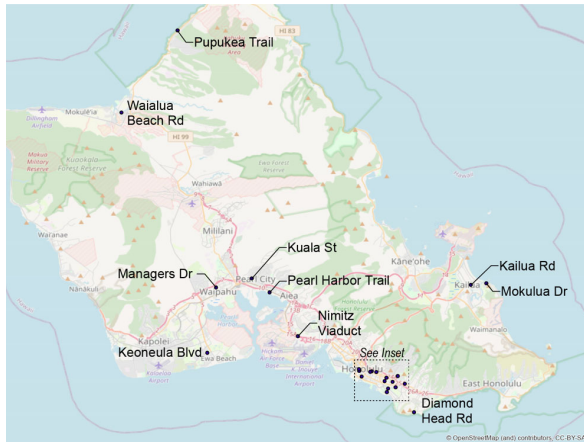
## American Cities Climate Challenge



The City's participation in the American Cities Climate Challenge concluded on June 30, 2022, as the national accelerator program ended after three and a half years. Since 2019, the Challenge provided critical in-kind support to the City from local and national partners to deliver on key energy and transportation-related actions that the City identified as priorities to reduce greenhouse gas emissions. During that time, the City received support for various Complete Streets related projects and goals including pedestrian and bike infrastructure, the King Street bus-only lane, and the McCully Shared Streets pilot.

In FY22, the City received planning and conceptual design support from the Climate Challenge for a new bus-only lane on Kūhiō Avenue to support the thousands of daily transit riders connecting to jobs and recreation in Waikīkī. The project will begin design in FY23, with possible installation in 2023, pending available resources.

## Active Transportation Monitoring Program



As the City continues to invest in Complete Streets and multimodal travel, there is an ever-greater need to collect data on how our facilities are used. Data on non-vehicular activity can help us better understand where to prioritize future improvements.

To collect such information, the City has finalized the design of 25 permanent bicycle and pedestrian counters across the island. Using an inductive loop system that detects the electromagnetic signature of passing bikes, in-pavement, diamond-shaped sensors will accurately count passing bikes on various types of cycling facilities (including protected bike lanes and shared-use paths). Among the streets to feature the bicycle counters are Ala Wai Boulevard, King and Beretania Streets, and Wai'ala'e Avenue. Additionally, facilities heavily used by pedestrians, such as Ke Ala Pūpūkea and Date Street Bike Paths will also have pedestrian counters that detect the heat signatures of passing pedestrians.

The project is being funded in collaboration with the O'ahu Metropolitan Planning Organization (OahuMPO) and the U.S. Federal Highway Administration (FHWA).

## City Projects

City-led Complete Streets projects are outlined on pages 12 through 33. The following is a brief snapshot of this year's fully completed projects, as well as an analysis of project activities in Title VI/Environmental Justice communities.



### Crossing Improvements

**Fifteen crossing improvements** completed on City streets, including curb extensions and the City's first rectangular rapid-flashing beacon installation



### Bikeways

**1.3 miles of new shared-use path**, 1 mile of upgraded path, and another 1.5 miles of new bike route markings



### Transit Access

**Four new bus stops** near the East Kapolei rail stations



### Roadway Repaving

**16 miles of roadway repaved**



### Traffic Calming

**Four traffic calming projects** installed



### Street Trees

**600 street trees** planted on City streets



### Equity

Of the 44 active City-led projects in FY21, **42% are located in "equity" communities** (these Title VI/Environmental Justice areas represent roughly 30% of O'ahu's population).



## Kailua Road Pedestrian Crossing Improvements // complete



In March 2022, the City completed the installation of its first Rectangular Rapid Flashing Beacon (RRFB), commonly known as a pedestrian crossing beacon, to enhance pedestrian safety on Kailua Road. These devices use LED lights that flash with high frequency when activated to improve pedestrian visibility and driver yielding. They have been shown to reduce pedestrian-driver collisions by nearly 50%. Similar installations are planned at other uncontrolled crosswalk locations on

O'ahu, including the one currently in construction on North King Street at Richard Lane in Kalihi.

In addition to the RRFB, the Kailua Road project also relocated the crosswalk from its previous location near Maui Brewing Company to the entrance of Kailua Town Center by California Pizza Kitchen where sight lines are better, and a new bicycle parking "corral" was installed fronting Lanikai Juice. These improvements were made possible in part by a monetary contribution from Alexander and Baldwin.

## East Kapolei Rail Station Multimodal Access Improvements // complete

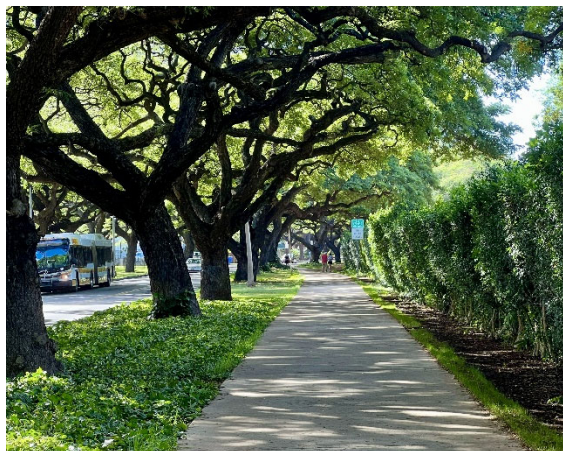


In February 2022, the East Kapolei Rail Station Multimodal Access Improvements project was completed to improve pedestrian and bus rider access to the Kualaka'i (East Kapolei) and Keone'ae (UH West O'ahu) rail transit stations in East Kapolei. Improvements include crosswalk upgrades at the intersection of Kualaka'i Parkway and Keahumoa Parkway, four new bus stops with HandiVan pickup and dropoff, wayfinding signs leading to the rail park-and-ride facilities, a two-

mile long concrete multi-use path from Kapolei Parkway to Farrington Highway, trailblazer wayfinding signs that lead to the park-and-ride facility at the Keone'ae rail station, and crosswalk enhancements at the East Kapolei Middle School.

Additional lighting improvements within the project area are expected to be completed in March 2023.

### Pāki Avenue Multi-Use Path // complete



In November 2021, the City completed reconstruction of the shared-use pathway along Pāki Avenue from Kapahulu to Monserrat Avenues. The project replaced the broken asphalt pathway with a wider concrete sidewalk, while addressing tree roots and branches that impacted pavement quality. These improvements benefit pedestrian and bicycle circulation in this busy area and make the path more accessible. No tree removals were required during construction. A separate phase to repair the pathway pavement from Monserrat Avenue to Poni Mō'i Road is underway, with the project's contractor

securing required permits. The path along Kalakaua Avenue from Pāki Avenue to Monserrat Avenue is in the design phase, and construction procurement will begin in FY23.

### Pauahi Street Curb Extensions // complete



In April 2022, as part of a major paving of Downtown/Chinatown streets, the City completed the upgrade of the “bulb-outs” in Chinatown along North Pauahi Street at Maunakea Street, Smith Street, and Nu‘uanu Avenue. The upgraded curb extensions include decorative pavers and metal bollards, as well as a pilot installation of tactile warning devices for visually impaired pedestrians.

### Chinatown and Downtown Street Tree Beautification Project // complete



As a part of Mayor Blangiardi's Revitalization for Chinatown initiative, the City's Urban Forestry planted 46 new street trees in the neighborhood, including along River Street and Kekaulike Mall. The tree species planted included Tulipwood, White Tecoma, Silver Trumpet, and Geometry.

The street trees were planted in October 2021, with planning and design completed in-house.



## West O'ahu Street Tree Plantings // complete



In response to community requests for shade and beautification, the Division of Urban Forestry planted 41 new street trees in March of this year in 'Ewa Beach and West Loch. The species of trees planted include Monkeypod, Tulipwood, Silver Trumpet, and White Tecoma. This effort supports the City's commitment to growing its urban tree canopy.

## McCully Quick-Build Traffic Circle // complete



In November 2021, following the McCully Shared Streets project in which the City heard many neighborhood requests to curb speeding, the City installed a mini-traffic circle at the intersection of Waiola and Wiliwili Streets. Waiola Street is an important connector between community institutions, such as the Boys & Girls Club, McCully District Park, Honolulu Stadium State Park, and the McCully-Mō'ili'ili

Library. Mini-traffic circles are designed for small intersections and help slow down traffic in neighborhoods at unsignalized intersections.

The installation cost the City roughly \$10,000, and a recent analysis showed the mini-traffic circle to be a phenomenal success in reducing speeding, with nearly 100% of vehicles now traveling along Waiola Street at or under the speed limit of 25 mph. In contrast, at the adjacent intersection of Citron and Wiliwili Streets, 37% of vehicles on parallel Citron Street are traveling above the speed limit, some going faster than 40 mph.

### Kapolei Parkway Gateway Treatment // complete



In May 2022, the Department of Transportation Services installed delineator posts between each travel lane, new roadway markings, and enhanced pedestrian signage at the intersection of Kapolei Parkway and Kūnehi Street. This “gateway treatment” is intended to improve safety at the uncontrolled crosswalk in this school zone until a planned traffic signal can be installed. These interim treatments have been shown to slow traffic at busy crosswalks and increase the number of motorists yielding to pedestrians.

### Shared Bike Route Markings // complete



In January 2022, as part of a periodic roadway repaving project, 0.4 miles of bike sharrows were installed along Queen Street between Punchbowl Street and Nimitz Highway to alert motorists that this is an important bicycle route in Downtown and that bicycles may use the full travel lanes. Additionally, sharrows were installed on ‘Olokele and Winam Avenue in the Kapahulu/Kaimuki neighborhood by the Department of Facility Maintenance as part of a pavement preservation project.

### Salt Lake Boulevard Widening // in construction



In April 2022, the City began construction to finally complete Salt Lake Boulevard between Maluna Street and Ala Liliko‘i. The project will include four travel lanes, new and improved sidewalks, separated bike lanes, curb ramps, and pedestrian improvements. Bioswales will be incorporated into this project to treat stormwater on-site and to physically separate people riding bikes from vehicular traffic.

Construction is now underway on Phase 3A, which will include sidewalks, curbing, curb ramps, and bikeway improvements on the makai side of the unimproved section. Construction of Phase 3A is expected to be completed in mid-2024. The final Phase 3B improvements will include all remaining elements: additional traffic lanes, completion of the drainage system, traffic signal changes, utility relocations, and the mauka-side curbs, sidewalk, and bike lane.

The project has a new website to provide public updates on construction progress: <https://www.saltlakewidening.com/>.

### Village Park – Kūpuna Loop // in construction



The Department of Transportation Services Transportation Engineering Division is nearing completion of new raised crosswalks, curb extensions, and two roundabouts along Kūpuna Loop in Kunia in response to community calls for safer streets. The stamped-concrete roundabouts not only look great; roundabouts reduce fatal and injury crashes by up to 90% by minimizing conflicts and slowing vehicles as they travel through the intersections. Additionally, the project piloted the City's first use of "speed

cushions" – speed humps that slow passenger vehicles yet allow larger buses and emergency vehicles to pass through without slowing down.

Construction is 95% complete and is anticipated to be completed by the end of 2022.

### Fern Elementary Safe Routes to School Project // in construction



Delivered through the City's Safe Routes to School Program, upcoming Kamehameha IV Road and Kahauiki Street improvements include installation of an asphalt walking path protected by modular curbs and delineators, new curb ramps, and intersection improvements to make walking to and from Fern Elementary School safer for children and their parents. Construction began in May 2022 and is anticipated to be completed by the end of 2022.

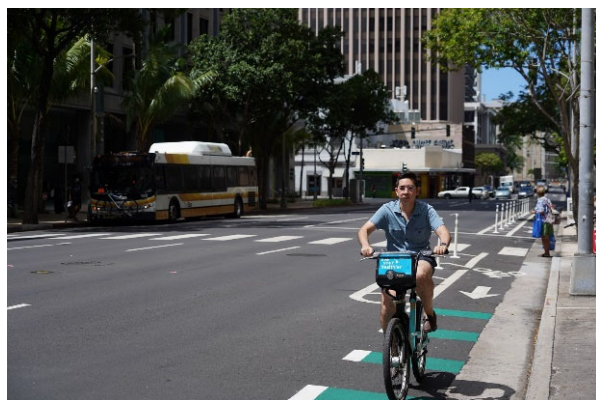


### North King Street/Richard Lane Crossing Upgrades // in construction



At the uncontrolled crossing of North King Street at Richard Lane in Kalihi, the City is installing a new pedestrian crossing beacons (RRFB) and a concrete median to improve the visibility of crossing pedestrians. Construction began in FY22 and is expected to be completed in FY23.

### Downtown Protected Bikeways // contracted for construction

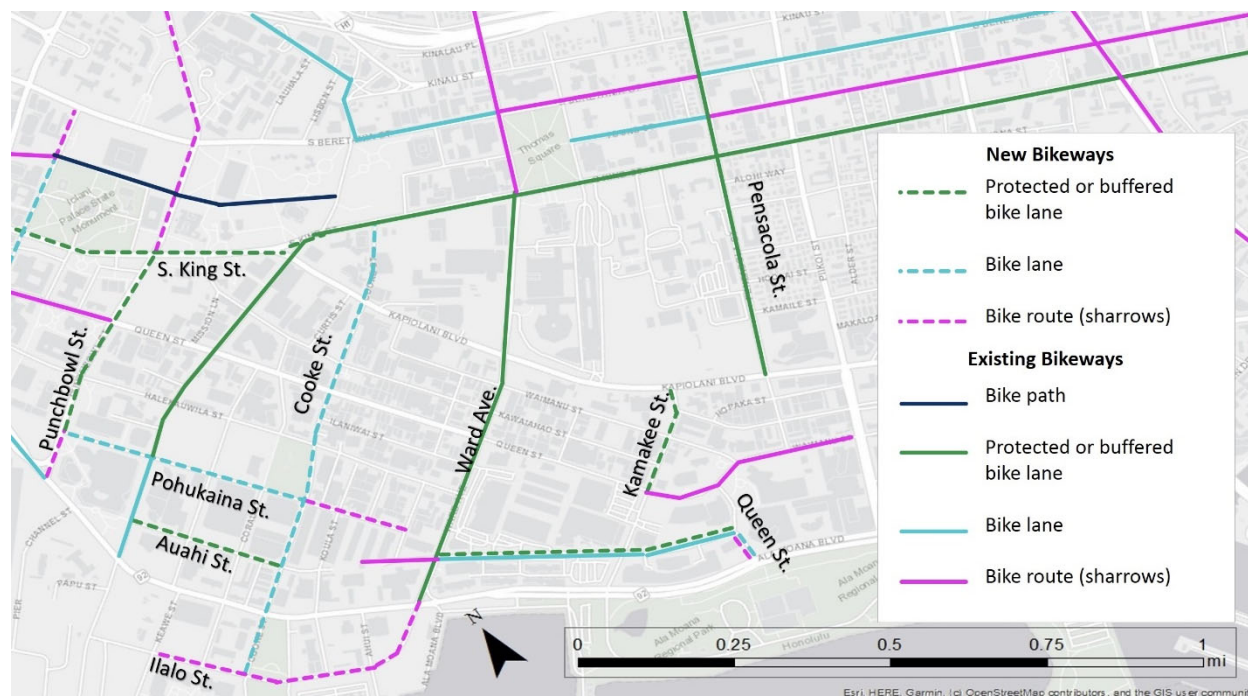


As part of a recent roadway repaving project by the Department of Design and Construction, a new protected bike lane was installed on Alakea Street between South King and Hotel Streets in March 2022. This one-block mauka-bound bikeway will serve as an important bikeway network connection in the heart of downtown Honolulu with the upcoming extension of the South King Street protected bikeway to Alakea Street. The King Street extension will begin in 2023 as part of a separate roadway paving project

that will also install new bikeways on Punchbowl and Richards Streets. Additionally, extension of the Alakea Street bike lane to Nimitz Highway will be installed in FY23.

## Kaka'ako Bikeway & Curb Ramp Improvements // contracted for construction

In coordination with another roadway rehabilitation project, new bike facilities will be installed on the following streets in Kaka'ako: Pohukaina, Auahi, Queen, Ilalo, Cooke, and Kamake'e Streets. This project also includes new curb ramps and crosswalks. In May 2022, the Notice to Proceed was issued to the construction contractor, and construction is anticipated to begin in early FY23.



Honolulu Urban Core Bicycle Map

## Goodale Avenue Multi-Use Path // contracted for construction



The Goodale Avenue Multi-Use Path project will incorporate pedestrian and bicycle improvements along Goodale Avenue and Kealohanui Street, adjacent to Waialua District Park, in response to long-standing pedestrian and bicyclist safety concerns. Improvements include the installation of a multi-use path for non-motorized users protected from traffic by concrete curbing, as well as new park fencing and landscaping.

The Notice to Proceed was issued to the construction contractor in March of 2022. Construction will begin in early FY23 and is anticipated to be completed by mid-2023.



### Kalāheo Avenue/Kailua Road Intersection // contracted for construction



A pilot roundabout using low-cost materials was installed at the intersection of Kalāheo Avenue and Kailua Road in 2018 to test its use to improve both roadway safety and traffic flow. The results of the pilot proved to be effective in calming traffic, while also preventing traffic buildup.

In FY21, the Departments of Transportation Services and Facility Maintenance completed final design of an upgrade of the roundabout with permanent materials including sidewalks in the immediate project vicinity and drainage infrastructure to mitigate frequent storm water ponding. Water quality features include permeable pavements, trench drains, pre-treatment tanks, and rain gardens.

In FY22, a construction contract was awarded, and HECO, Hawaiian Telcom, and Spectrum began relocating utility poles and lines to make way for the improvements.

### Kamehameha Highway/Pāhia Road Crossing Upgrades // contracted for construction



In response to a history of pedestrian crashes at the uncontrolled crossing of Kamehameha Highway in Kāneʻohe at Pāhia Road, the City will install a new overhead rectangular rapid-flashing beacon (RRFB). This crossing is identified as a Tier 1 High Pedestrian Injury location in the new Oʻahu Pedestrian Plan. In FY22, the project was put out to bid, and construction activities are expected to commence in FY23.

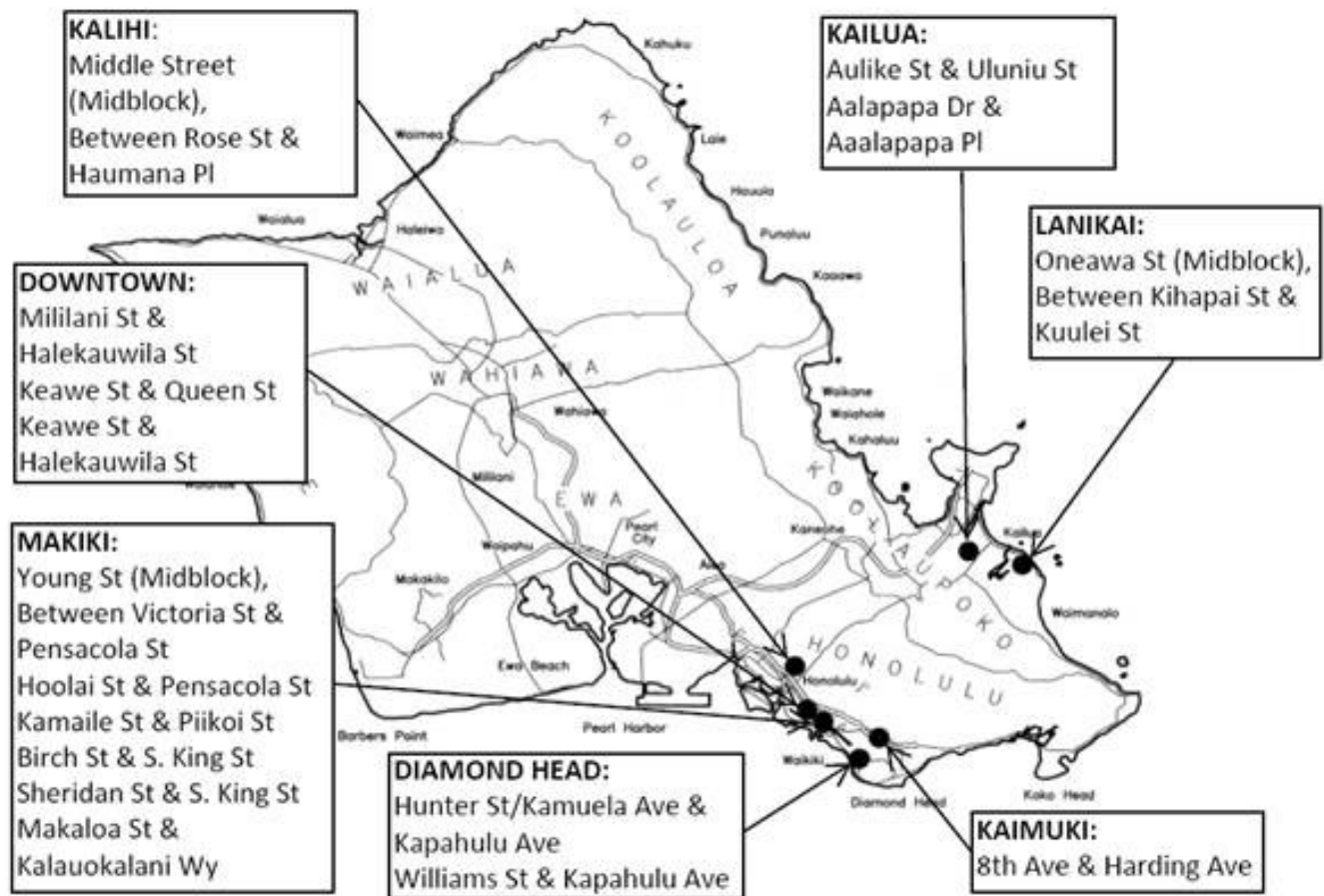
### Kalākaua Avenue Striping Improvements // contracted for construction



Additional Complete Streets striping enhancements will soon be installed as part of an upcoming roadway resurfacing project on Kalākaua Avenue from ʻOlohana Street to Monsarrat Avenue. The high-visibility “Barnes Dance” crossing markings that were piloted at the Lewers Street intersection in 2020 will be expanded to the other Kalākaua Avenue intersections with all-way pedestrian scramble phases: Royal Hawaiian, Seaside, Kaiulani, Liliʻuokalani, and Paoakalani Avenues. The project will

also make minor improvements to the existing bike lane. The project completed design and was contracted for construction in FY22. Construction is anticipated to begin in 2023.

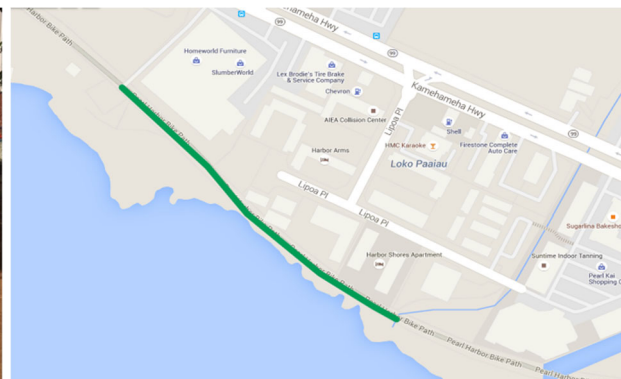
## Curb Ramp Improvements // contracted for construction



In FY22, the City procured the construction of 32 new accessible curb ramps across the island to assist those with mobility challenges, as well as bicyclists and those using strollers and other wheeled devices on our sidewalks. The map above shows their location. Installation will begin in FY23.

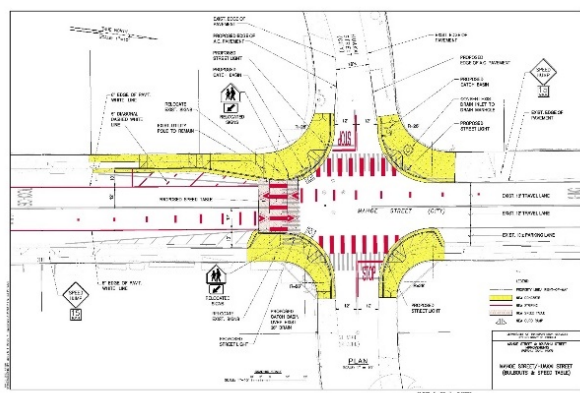
Additionally, final design of a larger package of 91 new curb ramps is expected to be completed at the end of 2022, and construction is anticipated for completion in FY24.

## Pearl Harbor Bike Path Improvements // final design



This project will revitalize a section of the Pearl Harbor Bike Path with poor lighting and pavement quality. Proposed improvements, which should benefit the overall sense of safety and aesthetics, include new lighting, widening the path to 12 feet where possible, and upgrading the path surface to concrete. Final design work was ongoing in FY22, and the project will be advertised for construction in FY23.

## Māhoe Street Improvements // final design



This project will address safety for people traveling to and from August Ahrens Elementary School with improvements such as sidewalks, curb ramps, bulb-outs, and raised crosswalks. Traffic circles were considered but deemed infeasible due to roadway constraints. The design phase for Māhoe Street (Waipahū Street to Halehewa Street) improvements was ongoing in FY22, and the project is expected to be bid for construction in FY23.

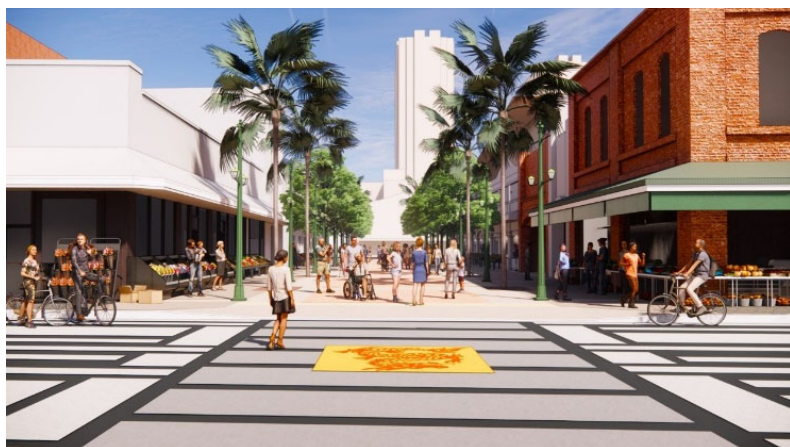
## Kamehameha Highway (Hale'iwa) Shoulder Improvements // final design



The Kamehameha Highway roadway rehabilitation project will incorporate pedestrian improvements and green infrastructure along a one-mile segment between the Anahulu and Ōpa'eula Stream Bridges. The unimproved shoulder will be upgraded with permeable paver blocks to provide pedestrians an accessible and dedicated space and address storm water ponding. In FY21, a public survey was conducted to garner feedback from the community on the specific materials that will protect the new walkways, and the design was revised to use raised curbing instead of bollards for this purpose. Final design is ongoing and estimated to be completed in FY23.



## Kekaulike Mall and Kekaulike Street Improvements // final design



The Kekaulike Mall and Kekaulike Street Multimodal Improvements Project is being designed to prioritize safe and comfortable pedestrian travel on Kekaulike Mall and Kekaulike Street in Chinatown. The project will address drainage, landscaping, lighting, and loading to improve the sense of safety in the district for pedestrians. Design work for

the first phase of the project is 90 percent complete. The reconstruction of the Mall from Hotel Street to King Street is expected to begin in early 2023.

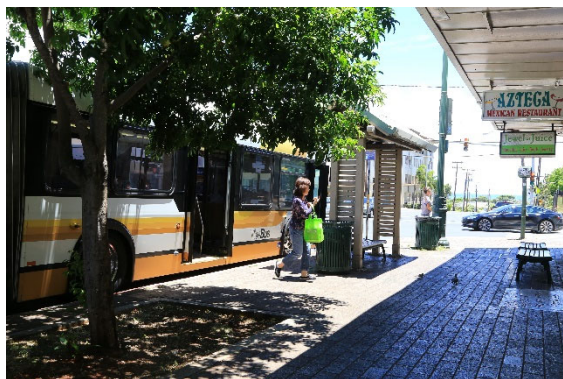
## Waipi'o Point Access Road Multi-Use Path // final design



This community-initiated project will upgrade Waipi'o Point Access Road from Farrington Highway, along Waipahū High School, to the Waipahū Aloha Clubhouse. The lack of pedestrian and cyclist infrastructure presents accessibility challenges for the vulnerable populations that frequent this area. Overgrown vegetation, abandoned vehicles, and a lack of drainage also detract from their experience. Improvements in the works include a new multi-use path on the high-

school side of the street, a raised crossing near Farrington Highway, new street trees, and low-impact drainage infrastructure. The project is being designed by a team led by the SHADE Institute.

## ADA Bus Stop Improvements // final design



In FY22 DTS completed final design for accessibility and comfort upgrades at fifteen bus stops. Improvements will include new bus stop shelter roofs and pads, seating, concrete sidewalks, and trash receptacles. The integration of transit amenities helps to make transit a more feasible and attractive transportation option. The project will be bid for construction in FY23.

## Kalauao Bus Transit Center and Mobility Hub // design



The Kalauao (Pearlridge) Bus Transit Center and Mobility Hub will provide a multimodal, mixed-use bus transit center directly adjacent to the Kalauao rail transit station. This new mobility hub is a critical component of furthering Complete Streets and providing convenient connections between bus, bike, walking, and rail. In October and November 2021, the project team shared updates and received feedback from community members at the 'Aiea and Pearl City Neighborhood Board meetings. Sixty-percent design was completed in October 2021. The project team presented the project during a public hearing in February 2022. In May 2022, City Council approved a Special Management Area Use Permit – Major for the project.



## Ala Wai Bridge // design



The primary purpose of the Ala Wai Bridge project is to improve multimodal connectivity and public safety for people walking and bicycling across the Ala Wai Canal between Ala Moana Boulevard and the Mānoa/Pālolo Stream. The project consists of a new pedestrian and bicycle crossing of the Ala Wai Canal in the vicinity of University Avenue, connecting to the Ala Wai Promenade on the makai side and the Ala Wai Park Path and University Avenue on the mauka side.

As a result of feedback received during the Draft Environmental Assessment public review period, the design team made design refinements on the tower, resulting in a height savings of ten feet. Additional updates to the project design address access to/from the Ala Wai Bridge by people walking and bicycling. The environmental review process is ongoing, including consultation under Section 106 of the National Historic Preservation Act of 1966. Final design is anticipated to begin in mid-2023, pending environmental clearance.



## Kūhiō Avenue Bus-Priority Lanes // design



Following the success of the new King Street bus lane through Downtown, which shortened bus travel times by as much as 30%, the City is planning its next transit-priority project on Kūhiō Avenue from 'Olohana Street to Kapahulu Avenue. Transit-priority lanes on Kūhiō Avenue will make more effective use of limited right-of-way in the heart of the dense Waikīkī neighborhood.

The intent of this project is to reduce operational delays for buses in Waikīkī and make transit a more convenient, competitive

way to travel. Currently, 56% of people on Kūhiō Avenue at rush hour are walking, biking, or riding a City bus or private bus carrier, yet transit and bikes have no dedicated space. The proposed improvements will also promote the objectives of the Waikīkī Special District ([Sec. 21-9.80-1](#)) to "support efficient use of multimodal transportation in Waikīkī, reflecting the needs of Waikīkī workers, businesses, residents, and visitors" and "encourage the use of public transit rather than the private automobile, and assist in the efficient flow of traffic."

Use of the bus lanes are proposed to be limited to City buses, private bus carriers, bicyclists, and right-turning vehicles at driveways and intersections. Passenger loading along Kūhiō Avenue will be restricted and encouraged on side streets. Signage and red pavement markings will be installed to communicate transit priority. Construction could begin as soon as 2023, pending the availability of resources.

## Moanalua Road Crossing Improvements // design



A rectangular rapid-flashing beacon and pedestrian refuge island are currently being designed for the intersection of Moanalua Road and Nalopaka Place next to the Alva Scott Elementary School. The installation will enhance the safety of this uncontrolled crosswalk for school children and the broader community.

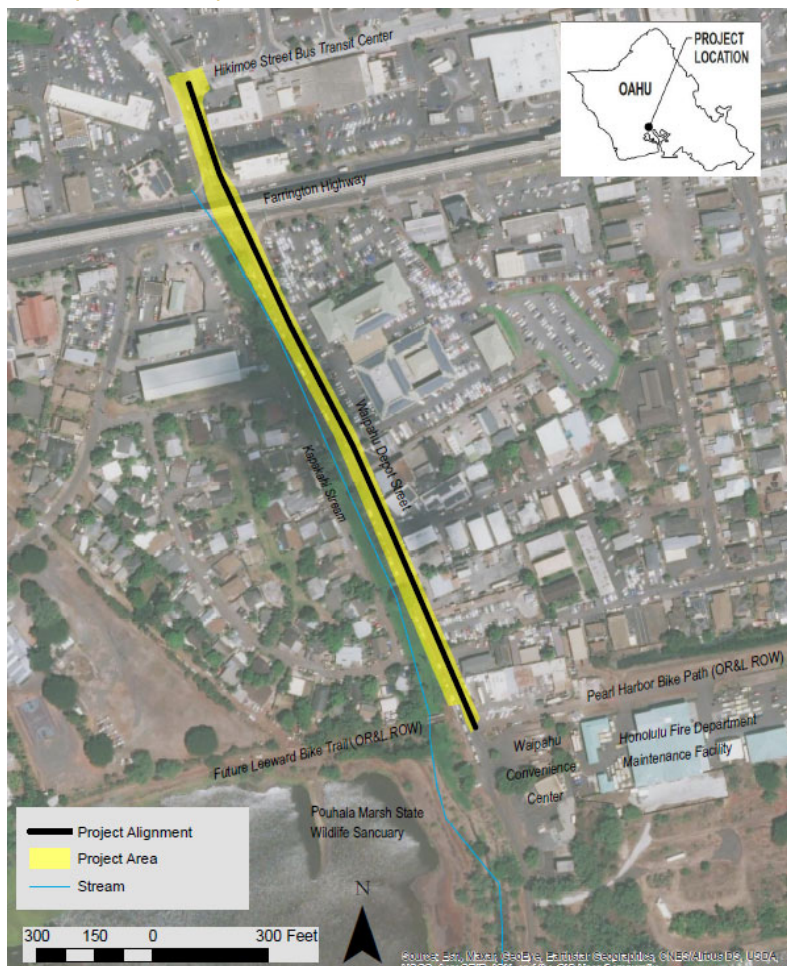
## Waimano Home Road Crossing Improvements // design



There are several projects underway by City departments that will improve the safety of uncontrolled crosswalks along Waimano Home Road in Pearl City. The Department of Transportation Services (DTS) is planning a new rectangular rapid-flashing beacon (RRFB) at the makai intersection with Ho'omalua Street.

Additionally, the Department of Design and Construction completed design pre-scoping in FY22 for a localized road rehabilitation project in the Pearl City area (ROLS, Phase 25A). This project includes various planned pedestrian and traffic improvements for Waimano Home Road from Moanalua Road to Komo Mai Drive, including RRFBs at Leomele and Ho'olana Streets, as well as other crosswalk and signal adjustments. Final design is estimated for completion in 2023.

## Waipahu Depot Street Shared-Use Path // design



DTS began a new federal-aid project in FY22 to improve biking and walking conditions along Waipahu Depot Street between the Hikimoe Street Bus Transit Center and the Pearl Harbor Bike Path. Improvements under consideration include widened and protected shoulders for non-vehicular travel. This project will help to implement the Oahu Bike Plan and the Waipahu Transit-Oriented Development Action Plan.



## Central O'ahu Complete Streets // design



Complete Streets upgrades are coming to some Central O'ahu roadways as part of planned roadway rehabilitation efforts. Parking lane striping, striped curb extensions, and new curb ramps are planned along Māka'ika'i Street, Lehiwa Drive, and Ka'apeha Street in Mililani Mauka. Additionally, priority missing walkway gaps are being addressed along portions of

Kilani and California Avenues in lower Wahiawa, as recommended in the O'ahu Pedestrian Plan. Design for both projects is anticipated to continue through 2023.

## Kāne'ohe Complete Streets // design



The next roadways programmed for rehabilitation, and concurrent Complete Streets upgrades, in Kāne'ohe are Kamehameha Highway from Likelike Highway to Ha'ikū Road, Ha'ikū Road and Kea'ahala Road. In FY22, the project was scoped for design based on the Complete Streets plans completed the year before. The project includes new and reconstructed sidewalks, bicycle lanes/paths, and pedestrian crossing upgrades. These

improvements are currently in preliminary design. Final design is estimated to be completed in 2023.

Planned Complete Streets improvements along other corridors will be implemented as part of future rehabilitation projects.

## Kailua Complete Streets // planning



The Kailua Complete Streets planning project covers Kailua Road, Ku‘ulei Road, Oneawa Street, South Kainalu Drive, Kalāheo Avenue, and portions of Mokulua Drive and Kīhāpai Street. In FY22, the City’s Complete Streets team completed the plans based on community feedback on proposed roadway safety improvements, including new sidewalks and paths, safer pedestrian crossings, and protected bicycle lanes. The State of Hawai‘i has provided

funding to support the design of improvements to Kailua Road, Ku‘ulei Road, and Kalāheo Avenue, and a quick-build pedestrian refuge island is in progress for Oneawa Street (near Zippy’s).

## Kalihi Complete Streets // planning



The Kalihi Complete Streets corridors currently under study are North King Street from Liliha to Middle Street, Waiakamilo Road/Houghtailing Street from Nimitz Highway to School Street, and North School Street from Queen Emma to Middle Street. In October 2021, a virtual community meeting was held to share the proposed plans, which were developed in response to community requests for new pedestrian crossing treatments

including flashing beacons, refuge islands and curb extensions, street trees, lighting, and protected bike facilities. The preliminary plans were very well received. The City team then finalized them based on detailed feedback received at the meeting.

The Department of Transportation Services also received American Recovery Plan Act funding for the design and installation of partially protected bike lanes along North King Street from Iwilei Road to Middle Street. Installation is anticipated in 2025.



## Kapālama Canal Catalytic Project // planning

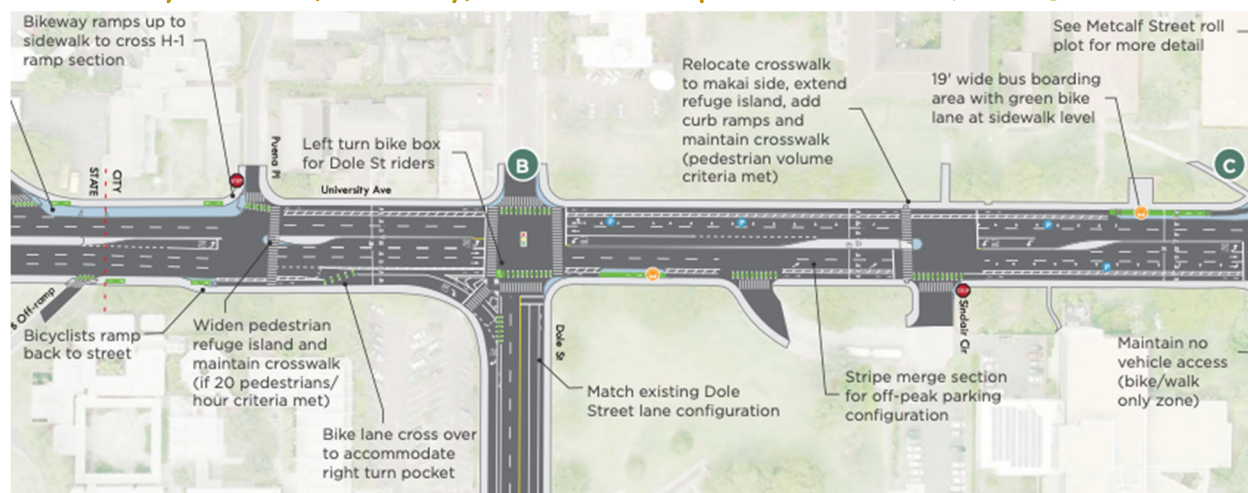


Planning is underway to create a linear park along Kapālama Canal near the future Niuhelewai (Kāpalama) rail transit station. The project will include waterfront promenades, gathering places, Complete Streets improvements to Kōkea and Kohou Streets, green infrastructure and water quality improvements, connections to Honolulu Community College and future

developments, and a possible pedestrian bridge over the canal, while accommodating sea-level rise and resilience.

In January 2022, the City published the project's Resilience Master Plan which addresses green infrastructure and water quality improvements, flood control, erosion control, bank stabilization, dredging, and sea-level rise. The Resilience Master Plan is the outcome of five years of planning driven by transit- and community-oriented urban design principles; various technical reports; extensive community outreach with State and City officials, community leaders and stakeholders, and the general public; and resiliency strategies to address sea-level rise.

## University Avenue/McCully/Metcalf Complete Streets // planning



The study area of this project includes:

- University Avenue between Maile Way and Hihīwai Street
- McCully Street from Beretania Street to Kalākaua Avenue
- Metcalf Street between University Avenue and McCully Street

In FY22, refinement of the thirty-percent designs were completed.

## Ala Wai Boulevard Complete Streets // planning



In coordination with the Ala Wai Bridge and University/McCully/Metcalf Complete Streets projects, the City is evaluating potential roadway safety improvements along Ala Wai Boulevard, including pedestrian crossing upgrades and a two-way protected bikeway, as recommended in the O'ahu Bicycle Plan, which would be the first protected, low-stress bikeway in Waikīkī. In FY22, project work was focused

on the refinement of proposed designs based upon community feedback, including three new crosswalk locations and a speed limit reduction. A second and final community meeting is planned in early FY23 to present design concepts.

## Ke'eumoku Complete Streets // planning



The Ke'eumoku Complete Street project is re-envisioning the corridor from Kapi'olani Boulevard to Wilder Avenue. Improvements under consideration include safer pedestrian crossings, protected bicycle lanes, and improved transit stops.

The design team spent much of FY22 evaluating and refining design alternatives based on community

feedback, cost constraints, and impacts to vehicular traffic. The concept plan will be presented to the public in FY23.

In October 2021, a Barnes Dance was installed at the intersection at Ke'eumoku and Makaloa Streets. Also known as pedestrian scrambles, Barnes Dances allow people to cross the street in any direction, including diagonally. The Barnes Dance separated pedestrian and vehicular movements, so there are no conflicts. The installation will enhance pedestrian safety until more comprehensive upgrades can be made to the corridor. The Barnes Dance was funded, designed, and installed by the developers of the adjacent Azure Ala Moana condominium.

## Kaimukī/Kapahu/Kāhala/Diamond Head Complete Streets // planning



The City is studying the feasibility of Complete Streets improvements as part of upcoming roadway repaving projects in the Kaimukī/Kapahu/Kāhala/Diamond Head neighborhood. Improvements under consideration include adding missing crosswalks and curb extensions along Monsarrat Avenue; addressing missing walkways along portions of Kaimukī Avenue, 22nd Avenue, Harding Avenue, and Kilauea Avenue, as prioritized in the new O‘ahu Pedestrian Plan; new bike lanes along Kilauea Avenue; and other minor upgrades. These changes will improve pedestrian and bicyclist safety in this busy district. This project is in the scoping phase, and preliminary design is expected to begin in 2023.

## Lower Pensacola Street Improvements // planning



The City and County of Honolulu is proposing improvements along Pensacola Street between Waimanu Street and South King Street. These improvements will provide safer and more direct connections to and from Kaka‘ako, Ala Moana Center, and Ala Moana Regional Park for all roadway users.

The project addresses two different segments of Pensacola Street.

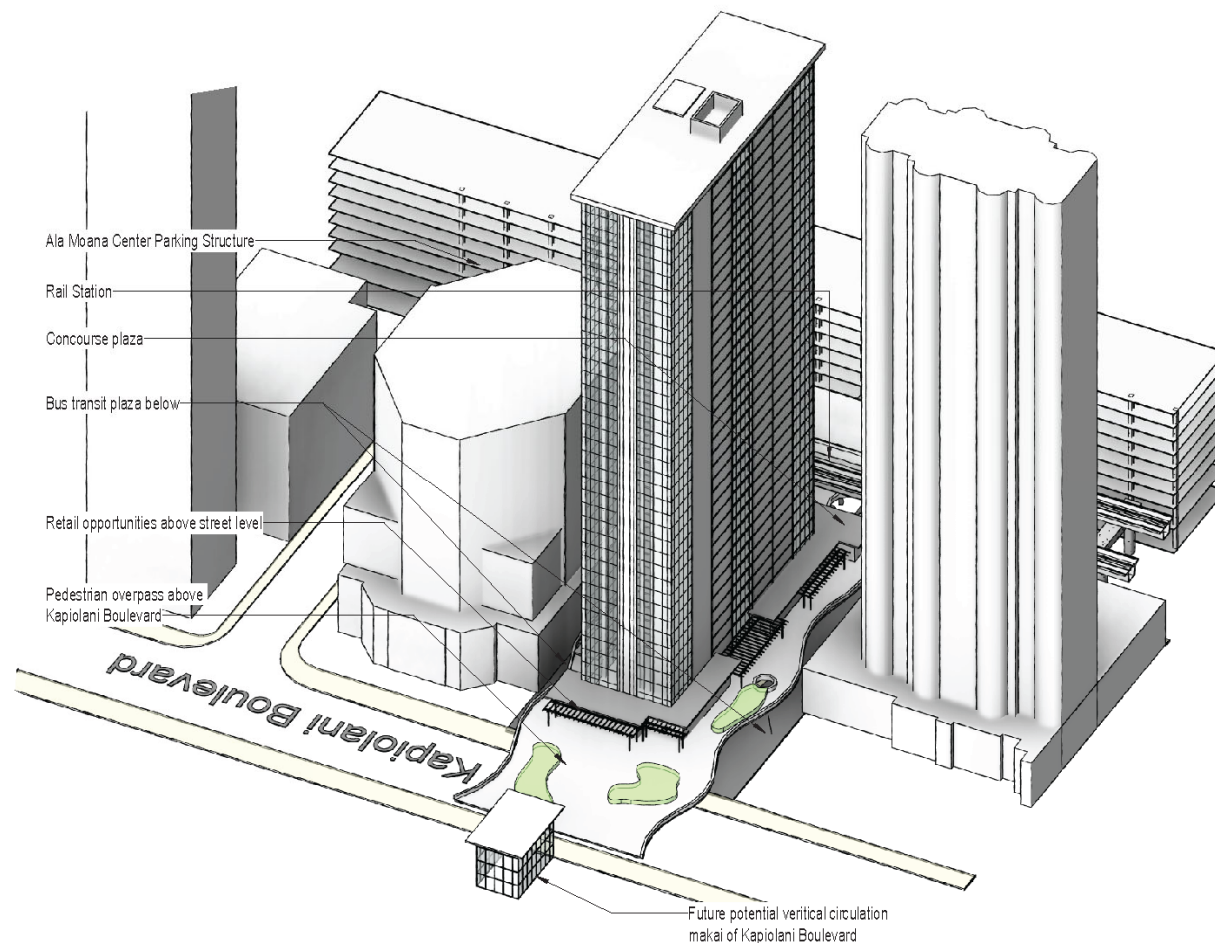
Segment 1, from Waimanu Street to Kapi‘olani Boulevard, proposed improvements include incorporating missing sidewalks, reconfiguring on-street parking, extending the two-way protected bikeway, and adding crosswalks and pedestrian signals on the Diamond Head-side of the intersections with Kapi‘olani Boulevard and Waimanu Street.

Segment 2 improvements, from Kapi‘olani Boulevard to South King Street, include pedestrian crossing

enhancements, curb extensions, reverse-in angle parking, and lane reconfiguration to address speeding issues while maintaining vehicular capacity.



## Kālia Transit Plaza and Mobility Hub // planning

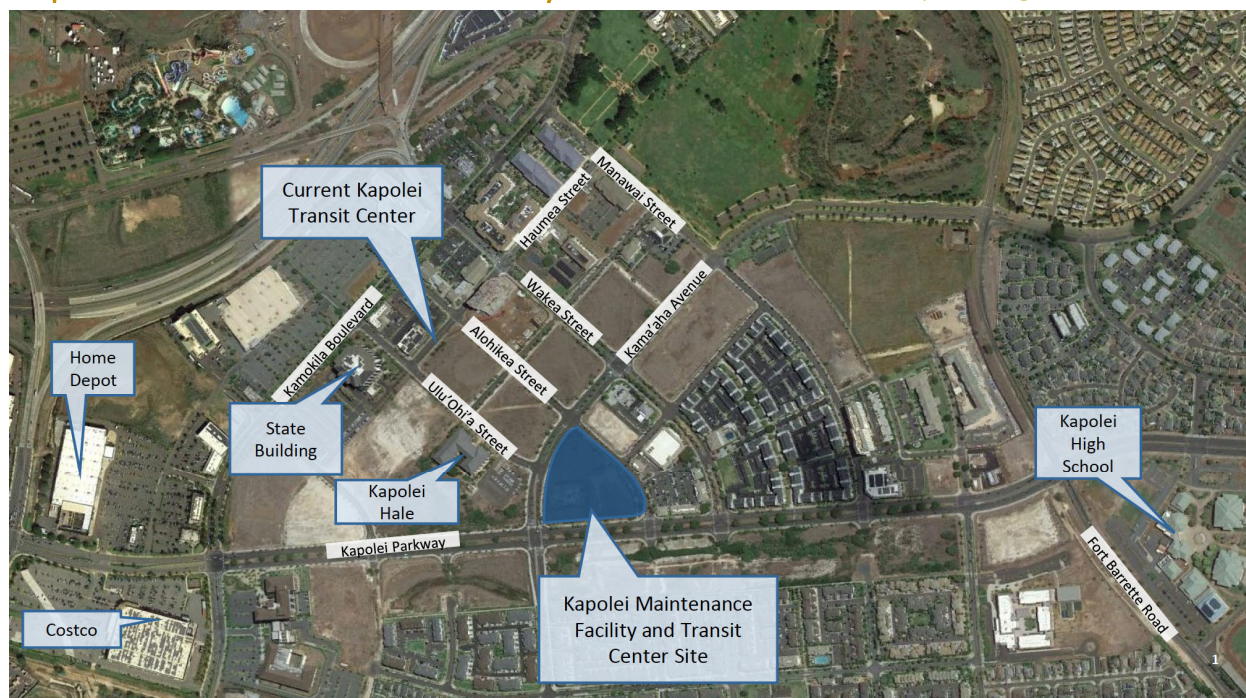


The Kālia Transit Plaza and Mobility Hub is envisioned as a multimodal facility that will improve transportation connections between those who walk, bike, take TheBus or Handi-Van, and use the future Kālia (Ala Moana) rail transit station.

The Department of Transportation Services prepared an Alternatives Analysis to identify feasible solutions for a new mobility hub near Ala Moana Center. Development opportunities being considered include a mixed-use complex that incorporates multimodal transportation operations with commercial and residential uses. In advance of the rail system's extension to Ala Moana, the mobility hub will serve as an important bus transit center and enable efficient, safe, and convenient connections to other modes such as Biki and rideshare. Following extensive input from City agencies, private stakeholders, and the public, the conceptual Locally Preferred Alternative was selected in June of 2022. Publication of the final report is anticipated in late 2022.



## Kapolei Bus Maintenance Facility and Transit Center // planning



The Department of Transportation Services is also conducting conceptual planning and design to assess alternatives for the development of the Kapolei Bus Maintenance Facility and Transit Center—a new mobility facility in the heart of Kapolei. The project will support the City's fixed-route and paratransit public transit services, supplementing the City's three existing facilities in Kalihi and Pearl City. The Kapolei Maintenance Facility and Transit Center Alternatives Analysis was completed in FY22.

The project site is planned to include a full transit center capable of accommodating several transit routes, as well as an integrated mobility hub with facilities for pedestrians, bicycles, vehicle drop-off/pick-up, and passenger amenities. Additionally, the project presents an opportunity to include mixed-used transit-oriented development, including commercial space and affordable housing. The rail system is planned for future extension to this area.

## Other Projects

### Queen/Waimanu Street Crossing Improvements // complete



At the end of June 2022, with technical and financial support from the City, the State of Hawai'i Community Development Authority reinstalled and upgraded the marked crosswalk at the intersection of Queen and Waimanu Streets. The interim crossing project used low-cost modular materials to create a median refuge island that simplifies the crossing by allowing pedestrians to focus on crossing one direction of traffic at a

time. Agency staff worked across jurisdictional lines to design and install the project, and the State has programmed funds for a more permanent upgrade in the coming years.

### Nānākuli Valley Traffic Calming // complete

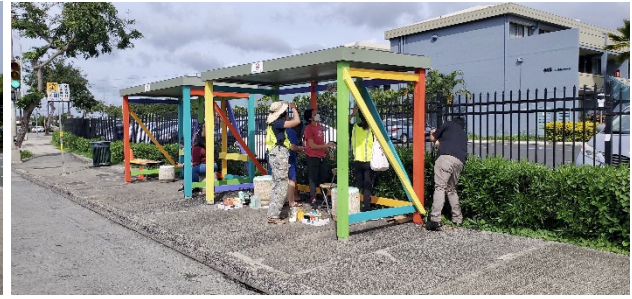
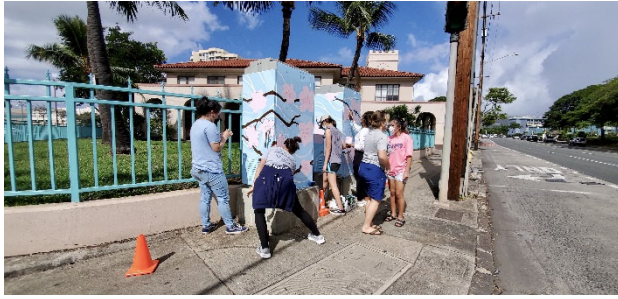


The Department of Hawaiian Home Lands (DHHL) has recently installed the first phase of traffic calming measures in Nānākuli Valley on streets maintained, but not owned, by the City.

The new speed humps, signage, and roadway markings are intended to address excessive speeding on Nānākuli and Haleakala Avenues, particularly near area schools. Future phases will include striped bulb-outs, speed feedback signs, flashing beacons, new traffic signs, and improvements to the bike and parking lanes.



## 'A'ala Park Placemaking Project // complete



In January 2022, as part of the Trust for Public Lands “Parks for People Program,” Better Block Hawaii partnered with the Kamehameha Schools Mural Club to paint murals on nine traffic signal boxes and three bus stops surrounding the park. The murals at ‘A’ala Park depict flora in honor of the park’s name, which means “fragrant.”

A second phase of the project, which is anticipated for installation in winter 2023, will feature murals again designed by the Kamehameha Schools Mural Club and local artist Sergio Garzon at the park’s basketball court, skate park, restroom, and seating areas.

## Kalihi Parklet // complete



To promote safe shopping and dining for struggling businesses during the COVID-19 pandemic, the City assisted local businesses and non-profits in transforming on-street parking stalls into shared public outdoor spaces, or parklets, in the Kaimukī and Kalihi communities, including Kalihi’s first semi-permanent parklet on North King Street.

The Kalihi project was organized by Better Block Hawai‘i and constructed out of reclaimed materials by Re-use Hawai‘i.

## Ala Moana Plaza // approved

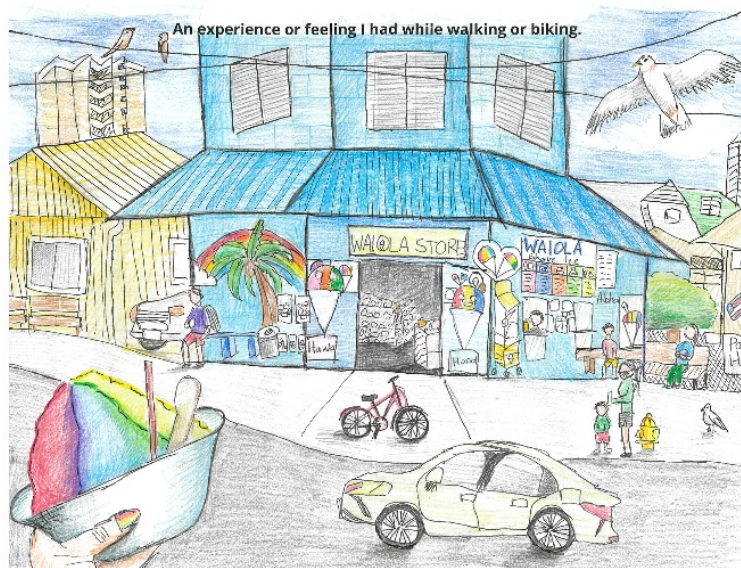


The Ala Moana Plaza development will be a mixed-use high-rise building at the corner of Pi‘ikoi and Kona Streets with 459 market-rate rental units, 124 affordable residential rental units, and 1,570 square feet of commercial space. The project is consistent with the Ala Moana Neighborhood TOD Plan and provides community benefits, including upgrades to adjacent sidewalks, provisions for shared mobility, and a monetary contribution to Complete Streets improvements in the area.



# Education and Encouragement

## Safe Routes to School Program



Safe Routes to School (SRTS) is a Department of Transportation Services program that encourages children in kindergarten through eighth grade to walk and bike to and from school by creating a safer, more convenient, and fun experience. The program takes a holistic approach and encourages school stakeholders such as parents, school staff, DTS staff, police, and community partners to come together and develop a SRTS Plan at the school level.

In January 2022, the SRTS Program partnered with the Department of

Education to conduct a survey of all public elementary and middle/intermediate schools. A total of 82 schools replied to the online survey, providing valuable information on the transportation issues that schools face and possible solutions. Results indicated that there is a strong desire for crossing guards; speeding and congestion are deterrents to youth walking/biking; and a majority of school leadership feel traffic safety is a priority issue for them. Based on survey results and numerous other factors, three target schools were chosen for follow-up coordination: Kalihi Kai Elementary, Mā'ili Elementary, and Wai'anae Elementary.

As described previously in this report, the Keiki Corridor shoulder improvements along Kamehameha IV Road and Kahauiki Street near Fern Elementary School have begun construction. New pavement, delineators, and signage are being installed. Construction is programmed to continue through the end of 2022.

Additionally, the SRTS Program made pedestrian safety presentations to children participating in the City's Summer Fun Program. A poster contest was also held with all Summer Fun locations. Children were invited to share an experience or feeling they had while walking/biking. A total of 1,394 submissions were received.

## Pedestrian Program

The goal of this program is to educate drivers and pedestrians on pedestrian safety issues and reduce the overall number of crashes involving people walking. Community engagement and education take place in various venues: schools, senior centers, community meetings, and fairs.

During FY22, the COVID pandemic still limited the number of events that Department of Transportation Services staff could attend, as well as attendance at events. DTS did attend farmers markets in Kakaʻako and at Pearlridge Shopping Center and Windward Mall. They also participated in seven Summer Fun programs, reaching a total of 887 children.

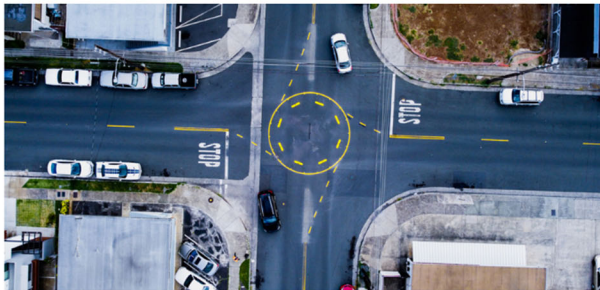
## Bike Education Program



BikeEd is a City-funded bike education program administered by the Hawaii Bicycling League (HBL) that teaches the public how to ride a bike, basic cycling safety, and the laws of the road. In FY22, the youth BikeEd program reached approximately 7,000 fourth graders around Oʻahu.

HBL also offers a variety of free adult bike education workshops, including bicycling basics, senior cycling, road cycling, and bike maintenance. HBL has recently partnered with Biki to offer a course introducing residents to Honolulu's bikeshare system. The Adult BikeEd program reached approximately 2,000 participants in FY22.





To learn more about the Honolulu Complete Streets Program, or to follow ongoing Complete Streets projects, please visit our website or sign up for our newsletter at <https://www.honolulu.gov/completestreets>. To reach us directly, you can email us at [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov).